

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

GLASSES
WILL GIVE YOU
A BRIGHTER OUTLOOK
ON LIFE.
N. LAZARUS,
HONGKONG'S ONLY EUROPEAN
OPTICIAN.

No. 20,540

號十四百五零萬二第

日八廿月三年子甲

HONGKONG, THURSDAY, MAY 1st, 1924 四拜禮

號壹月五年三十國民華中

PRICE, \$3 PER MONTH

INTIMATIONS

BOLS.

LIQUEURS.

Messrs. FRANK LUGAN Bols of
Amsterdam use only matured
Spirits, and this is the secret of the
Softness and Mellowness of all
their products. You do not get
that fiery kick with

BOLS LIQUEURS.

BOLS CHERRY BRANDY.

CALDBECK,
MACGREGOR
& CO., LTD.

[51]

SPORTING.

GUNS by W. W. GREENER WEBLEY
and SCOTT, and Other Makers—British,
French and American.

R.S.A. Air Rifles, and Miniature Rifles,
22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES, of all descriptions.

Agents for W. W. GREENER, LIMITED,
BIRMINGHAM.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE.

5-6, BEAUFIELD ARCADE.

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE

WEEK DAYS

7.00 a.m.	7.10 a.m.	
7.30 " to 8.00 "	every 15 minutes	Stop-
8.00 " " 8.30 "	" 10 "	ping
8.30 " " 8.37 "	" "	Non Stop
8.37 " " 8.47 "	" "	Stopping
8.47 " " 8.54 "	" "	Non Stop
8.54 " " 9.04 "	" "	Stopping
9.04 " " 9.11 "	" "	Non Stop
9.11 " " 9.20 "	" "	Stopping
9.20 " " 9.30 a.m.	every 10 minutes	Stop-
11.30 " to 12.30 p.m.	" 15 "	ping
12.30 " " 12.40 "	" "	Non Stop
12.40 " " 12.47 "	" "	Stop-
12.47 " " 12.57 "	" "	Non stop
1.04 " " 1.13 "	" "	Stopping
1.13 " " 1.20 "	" "	Non Stop
1.20 " " 1.40 "	" "	Stop-
1.30 p.m. to 4.00 "	every 10 minutes	Stop-
4.00 " " 4.30 "	" 15 "	ping
4.30 " to 5.00 "	" 10 "	ping
5.00 " " 5.30 "	" "	Non Stop
5.30 " " 5.47 "	" "	Stopping
5.47 " " 5.57 "	" "	Non Stop
5.57 " " 6.04 "	" "	Stopping
6.04 " " 6.13 "	" "	Non Stop
6.13 " " 6.20 "	" "	Stopping
6.20 " " 6.30 "	" "	Non Stop
6.30 " " 6.37 "	" "	Stopping
6.37 " " 6.47 "	" "	Non Stop
6.47 " " 6.54 "	" "	Stopping
6.54 " " 7.04 "	" "	Non Stop
7.04 " " 7.13 "	" "	Stopping
7.13 " " 7.20 "	" "	Non Stop
7.20 " " 7.30 "	" "	Stopping
7.30 " " 7.37 "	" "	Non Stop
7.37 " " 7.47 "	" "	Stopping
7.47 " " 7.54 "	" "	Non Stop
7.54 " " 8.03 "	" "	Stopping
8.03 " " 8.10 "	" "	Non Stop
8.10 " " 8.20 "	" "	Stopping

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Tel. Central 236. 2, Queen's Buildings.

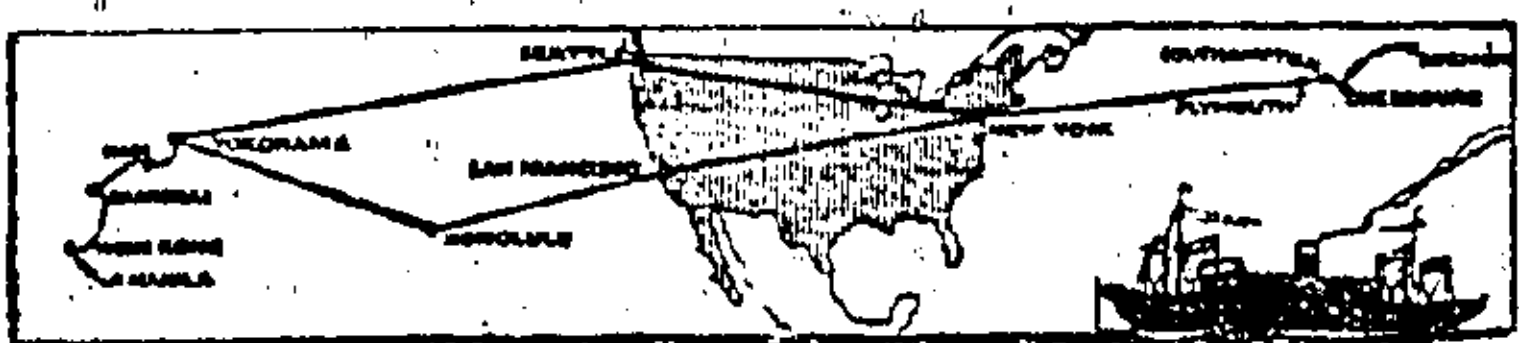
AGENTS FOR
**BRIGGS' BITUMINOUS
ENAMELS & SOLUTIONS.**

SOLE AGENTS FOR
"UNION"
ANTI-CORROSIVE and ANTI-FOULING
COMPOSITIONS
FOR SHIP'S BOTTOMS.

CAMMELL LAIRD & Co., LTD.



Sheffield, Birkenhead, Leeds, etc.
**HIGH SPEED STEELS
BEST CAST TOOL STEEL
MINING STEELS
SHEAR STEELS
FILES AND RASPS**
STOCKS KEPT AT
13, PEKING ROAD, SHANGHAI



The Convenient Route to Europe

SAIL from Yokohama, Kobe, Shanghai, Hong Kong or Manila to Seattle or San Francisco—cross America by rail and sail from New York to Plymouth, Cherbourg, Southampton or Bremen via the United States Lines.

Investigate this new fast route to Europe today—special through rates. Through reservations.

UNITED STATES LINES

Agents
ADMIRAL ORIENTAL LINE

4, Des Voeux Road, Hongkong.
PACIFIC MAIL STEAMSHIP COMPANY

AGENCIES IN PRINCIPAL CITIES
Managing Operators for U. S. SHIPPING BOARD

**CHINA TRADE IN 1923.
REPORT OF U.S. COMMERCIAL
ATTACHE.**

China's foreign commerce in 1923 maintained a fairly steady level with the high record of 1922, reports Mr. Julian Arnold, U.S. Commercial Attache at Peking. Despite general political disorders, the Chinese Customs returns for the year, amounting to Hk. Tls. 21,378,000, showed an increase of Hk. Tls. 4,741,000 over receipts of the previous year. These collections include an 8,000,000 increase, due to the increase in tariff rate. While these figures represent China's largest annual collections since the establishment of the Maritime Customs, the increase over 1922 fell below the amount expected with the inclusion of the effective 5 per cent. import tariff which came into force on January 17th, 1923.

Although trade in general was comparatively dull most of the year, it was featured by differences in prices; the Japanese boycott and disturbed political conditions; and the earthquake in Japan, which temporarily stimulated the native markets, followed by a heavy seasonal demand for supplies. While the political situation continues indefinite, there has been an improvement in conditions, including the promulgation by a new President of a permanent constitution which provides for a system of provincial and local autonomy and the approval of Parliament for the flotation of national loans and the conclusion of agreements entailing additional burdens upon the national exchequer. However, the provincial governors still function almost entirely independent of the Central Government.

GOVERNMENT FINANCE.

The most important problem at present is that of Government finance. With upward of 1,000,000 men under arms, the prospects for any improvements in the financial situation are remote. However, the Commission for the Readjustment of Chinese Government Finances is now engaged in making a thorough investigation of the entire financial situation and expects to present a report early in 1924. Meeting payments and arrears on present outstanding indebtedness is difficult, inasmuch as the Central Government receives very little revenue from the Provinces. The Government is forced to depend for the most part upon the Maritime Customs, the Salt Gabelle, and the communications for its revenues.

One of the promising tendencies in connection with the development of corporate enterprises in China is the growth of an appreciation on the part of industrial leaders and business men of the necessity for building up reserves in corporate organizations.

Business in China will continue to labour under handicaps until a uniform system of currency is adopted. Silver in China is not subject to-day to artificial restraints and hence flows freely. As the demands in trade increase imports of silver bullion advance and vice versa. However, during the past 10 years imports of silver have amounted to about Hk. Tls. 300,000,000; and exports to Hk. Tls. 350,000,000, leaving an excess of imports for the 10-year period ended 1923 of about \$10,000,000 in gold. However, China is on a specie basis and financially (in a commercial sense) fundamentally sound.

THE OUTLOOK.

An indication of faith in China's commercial soundness and ability to absorb foreign merchandise is found in the increasing competition in all times among the various nationals. The Chinese are inveterate merchants and transact business under conditions which would be intolerable to any other nation. With stabilised political conditions, and a satisfactory solution of financial problems, China will be freed from its two greatest handicaps to extensive expansion of commerce. Until these conditions exist, it appears that China must struggle along from year to year with indifferent success.

**HONGKONG SHARE MARKET
CLOSING QUOTATIONS.**

APRIL 30TH, 1924.

Hongkong and Shanghai	
Banks	\$1.17 1/2 b.
Union Insurance	\$241 1/2 a. & b.
Hongkong Fire Insurance	\$535 b.
Douglas Steamships	\$38 a. & b.
"Star" Potters	\$35 b.
China Sugars	\$275 a.
Kowloon Wharves	\$166 1/2 a.
Whampoa Docks	\$151 b.
Hongkong Land	\$108 a.
Hongkong Hotels	\$18 (old) \$12 (new) a.
Humphreys Estate	\$25 a.
Ewo Cotton Mills	Tls. 11.40 b.
Cement	\$20 1/2 (old) \$24 (new) b.
Hongkong Rope	\$56 (old) 50 a. & b.
Dairy Farms	\$25 1/2 a.
Watsons	\$20 1/2 a.
China Lights	\$15.60 (old), 94 (new) b.
Hongkong Tram	\$33 b.
Peak Tramways	\$17 1/2 b.
b.—buyers; s.—sellers; a.—sales.	

**PREPAID "WANTED"
ADVERTISEMENTS**

Letters are lying at this Office for Boxes—XL.

WANTED Competent STENO-TYPEIST
Please state in writing Experience.
Apply—Box No. 26, c/o Daily Press Office.

For LADIES.

Beautiful Small GOERZ CAMERAS
fitted with GOERZ LENSES.

Dainty Small GOERZ Theatre GLASSES.

Nice ALBUMS and TRIPODS.

Fancy Box Stationery of M.K. Wonderful Pencils,
Pens and Cards, etc.

SHOW ROOM: **HALL, LAW & CO.**
30-32, DES VOEUX ROAD C. TEL. 3217.

BICYCLES

Telephone **LADIES', GENTLEMEN'S OR TANDEM** Telephone
K711. **FOR HIRE OR SALE.** K711.

NEW RACER JUST ARRIVED.

Excellent Opportunities for Competants in Bicycle Races.

HANG LEE CYCLE CO.,

29, HATHONG ROAD, KOWLOON.
Next to PALACE HOTEL.

SALE.

3 DAYS ONLY

The following discounts will be given to the
Cash customers from 1st to 3rd May.

Smokers' Requisites	... Less 10 per cent.
Cigars	... " 5 "
Cigarettes and Tobacco...	... " 5 "
Mah Jong sets and Tennis goods...	... " 10 "

TABAQUERIA FILIPINA,
Opposite Queen's Theatre.

QUEEN'S THEATRE

OPENING CEREMONY

TO-DAY

HEARTY WELCOME

"THE HERO"

A Brilliant Portrayal of Americanism and Valor. The Story sparkles with Humour and Daring and abounds
in Intensely Interesting Dramatic Situations.

MAY 2nd to 5th,

at 2.30, 5.15, 7.15 and 9.15 p.m.

2.30 and 7.15 p.m.	Box \$7.20 (6 seats),	Dress Circles 80 cts.	Stalls, 50 cts.	2nd Class 30 cts.
5.15 p.m.	" \$9.00 "	" \$1.00 "	" 70 "	" 40 "
9.15 p.m.	" \$12.00 "	" \$1.50 "	" \$1.00 "	" 60 "

SUNDAY MATINEE at 6 p.m.

BOX, DRESS CIRCLE AND STALLS CAN BE BOOKED AT THE THEATRE.

White Trousers



Made to your individual measure, of reliable materials which are thoroughly shrunk before being cut, thus ensuring the minimum of shrinkage in washing.

Cream Fine (Galvestone)	\$16.50, \$19.50
Cream Light Weight Serge	\$16.50
Cream Serge with Vent	\$19.50
Blue or Grey Stripes	\$19.50
Cream "Vivella" Flannel	\$14.50

BLUE or BROWN FLANNEL for BLAZERS

Mackintosh & Co., Ltd.

MEN'S WEAR SPECIALISTS.
Alexandra Building, Des Vaux Road.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

To think of

SEA-GRASS and RATTAN FURNITURE
that will give you the Utmost SATISFACTION in every point of EXCELLENCE is

to think of

"DO BE CHAIRFUL" COMPANY
61, Queen's Road Central.

Makers of Furniture, the QUALITY of which has long been accepted by knowing Furniture-buyers as the STANDARD OF MERE.

WINSOR & NEWTON'S

WATER COLOURS

FOR

ARTISTS & STUDENTS.

THE WING ON CO., LTD.

HONGKONG.

LATEST MODEL

LADIES'

SPRING HATS

Are Smarter Than Ever.

PRICES REASONABLE.

Large Range of New Flowers.

YEE SANG FAT CO.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.

TEL. 2127.

24a, WANCHAI ROAD.

COMPANY MEETING.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The twenty-seventh annual meeting of shareholders of the China Provident Loan and Mortgage Company was held at the office of the General Managers, Messrs. Shewan, Tomes and Co., yesterday morning. Mr. R. G. Shewan presided and there were also present: Mr. H. P. White, Mr. J. P. Warren, the Rev. Father L. Robert, Lee Hysan (Consulting Committee), and the following shareholders: Messrs. Fred Ellis, A. A. Cordeiro, M. A. Remedios, Choy Po Min, M. A. Figueiredo, D. W. Munton, G. P. Lam-mert, A. M. Thornhill, P. Plage, A. Keating, Tsang Fook, Tong Hok Ting, Lau Sui Chuen, Tse Tsun Tai, D. P. Lopes, I. W. Shewan, W. J. Hawker, H. H. Taylor, A. A. Alves, B. M. Omar, A. H. Carroll, A. P. Samy and the Secretary (Mr. E. M. da Rocha).

The report and accounts being taken as read.

The CHAIRMAN said: The result of the year's work is disappointing, but there were good reasons for this and there is no occasion for pessimism on the part of shareholders, as the Company's business is a very sound one. For the first half of 1923 our earnings were well maintained, but imports fell off greatly in the last half of the year, especially flour which is one of our chief supports, the import of which was affected by the earthquake in Japan and the disturbances in the country around Canton. Compared with the first six months, the earnings for the second half of last year show a reduction of about \$80,000. But I am glad to say that in December, business revived with us. Our godowns have been full since the beginning of this year and at the moment we have had to turn cargo away. We cannot, of course, guarantee that this state of things will continue for the rest of the year, but we have really good grounds for feeling hopeful about our profits in the future. In my remarks last year I referred to what we might do when we got into "full swing," but this object was not attained last year as our block of new reinforced concrete godowns was not in full working order and available for cargo till September, and two other good godowns were lost to us for some months owing to structural alterations, which enabled the godowns to take a heavier load of cargo, and to repairs necessitated by the typhoon and rain-storms. In "full swing" was therefore a consummation devoutly to be wished for all last year, but we have very nearly reached it now, there being still two properties which are not yet utilised to their full value.

You will notice that "Interest paid and commissions" has risen from \$86,572 to \$130,484, but this is simply due to our having carried a much heavier overdraft throughout the year. But besides "interest on overdraft," we had to pay a further \$75,045 for interest on mortgages of the new godowns the full earnings from which, however, were not as I have explained—available to offset this payment. We have, however, at last disposed of the Kennedy Town property at a profit of about \$225,000 which will be a very substantial addition to our profits for 1924. For the present dividend, we must fall back on our reserves and, subject to your approval, we have transferred to credit of profit and loss account, \$25,000 from equalisation of dividend account, and \$50,000 from reserve fund. This enables us to recommend a dividend of \$1 per share, or 10 per cent, put \$10,000 to credit of reserve fund, and write off \$4,182.70 from godown equipment and furniture account which I trust will be approved by shareholders.

We are, of course, practically paying this dividend out of previous profits and in the ordinary course we would not do so, but in this case, we feel we are justified, as we are already in a position this year to replace these drawings out of the profits on the sale of the Kennedy Town property.

In accordance with resolutions passed and confirmed on 14th and 16th January, 1924, respectively, the capital of the Company has been raised to \$5,000,000 paid up and \$5,000,000 subscribed which has strengthened our resources by the addition of \$1,000,000 in cash.

I now move that the report and accounts as presented to this meeting be adopted and passed and the amount available for distribution be allocated as proposed. When this has been seconded I shall be pleased to answer questions from shareholders.

On the motion of Mr. FRED ELLIS, seconded by Mr. A. A. CORDEIRO, Messrs. H. P. White, J. P. Warren, Lee Hysan and the Rev. Father Robert were re-elected to the Consulting Committee.

In connection with the election of the Consulting Committee, the CHAIRMAN said: We have, I am sorry to say, lost an old friend by the death of Mr. U. Poi-on, who served on the Committee almost from the very start of the Company, and always took a deep interest in its progress.

Messrs. Linstead and Davis and Messrs. Percy Smith, Bell and Fleming were re-elected auditors for the ensuing year on the motion of Mr. A. P. SAMY, seconded by Mr. D. W. MUNTON.

The CHAIRMAN announced that dividend warrants would be available to-day (Thursday).

This was all the business before the meeting.

LOCAL SPORT.

CHAMPIONSHIP TENNIS.

O. AND H. D. RUMJAHN WIN THE OPEN DOUBLES.

Before a large crowd of spectators the final round of the Open Championship Doubles was played off yesterday on the stand court. The finalists were the cousins, O. and H. D. Rumjahn, and Ng Sze Kwong and C. Choa. The Rumjahns won by the odd set in five after a very interesting match in which there was plenty of bright play. Ng Sze Kwong played the game of his life and his smashing forehand angles were loudly applauded. Had he been partnered by a stronger player than Choa, there would have been no doubt as to the winners. Choa, though exceedingly quick at the net and very useful in short sharp rallies when the pairs were playing at the net, was not too well relied upon along the base line or even half way up to the net. Realising his weakness the Indians played to Choa as much as possible and he came in for lots of work but on the whole he came out of the bombardment fairly well. The Indians deserved their win. For combination they are very hard to beat, and they probably constitute the best pair seen on the Courts this season. They have now been figuring in the Colony's tennis tournaments for some years, and despite their youth they have built up a reputation, as good all-round tennis players. Last year they were looked upon as likely finalists in the doubles, but H. D. Rumjahn went sick and they had to drop out in the third round. This year they have played consistently throughout and without doubt the trophy has gone to the best couple.

On the whole the Indians had a command on the game with the exception of the second set which they lost. The third set, which they also lost, they were leading at one stage by 4-2.

The first set the Rumjahns took with some ease, and after leading 3-1 carried the score to 3-2 and finally 6-2.

The second set saw the rise of Ng Sze Kwong to the height of his form. He was here there and everywhere, helping Choa out of all sorts of difficulties and getting back shots that looked unreturnable. At the end of five games the Chinese were leading the odd game. The Indians got another game, when the score stood at 3-3 in favour of the Chinese, who eventually took the set 6-3.

The Indians commenced brilliantly in the third; in fact both pairs played delightful tennis. H. D. Rumjahn was getting over a stinging service which Ng found difficult to return and one which beat Choa on many occasions. O. Rumjahn excelled at the net and often had many sharp rallies at close quarters with Choa and Ng. Ng continued to play extraordinarily good tennis and beat both Indians by reason of the fact that they did not expect he could get back many of their place shots. At the end of six games the Indians were leading 4-2 and later at 5-3. The Chinese then levelled it out at the end of ten games and also took the next two games, which gave them the set, making it two sets to one in their favour.

Ng Sze Kwong appeared to be tiring in the fourth and subsequent set and the Indians had no difficulty in taking both. In the fourth they led 4-2 and took the set 6-3. In the fifth they were again leading 4-2. The Chinese took the next two games, making it 5-4. The Indians took the next two games which gave them the set and the match.

Other results were: Mixed DOUBLES.—Hattersley Smith and Mrs. Hattersley Smith beat B. D. Evans and Mrs. Griffin, 6-4, 6-3. HANDICAP SINGLES.—"B."—G. R. Moore beat T. B. Powell, 6-1, 6-3.

UNIVERSITY TENNIS TOURNAMENT.

FINAL AND DISTRIBUTION OF PRIZES.

The final in the University Tennis Tournament was played on the University Ground yesterday when Messrs. A. Rumjahn and D. Laing playing against the brothers H. C. Hung and H. C. Hung won the Championship Doubles.

After the match, the Chairman of the Tennis Club, Prof. L. Forster, said: The absence of the Vice-Chancellor this afternoon is due to illness. Otherwise he would have been present with us. The match we have just witnessed marks the conclusion of our annual tennis tournament and our tennis activities of the past year. There were 65 entries for that tournament and 65 students who considered themselves up to tournament standard. From that it is fairly safe to assume that half the body of students is actively interested in tennis. We had two teams in the tennis league, last year, one of which took part in a triangular contest for the premier position. During the Taining Ming holidays a team representing the University proceeded to Canton and was beaten by the Canton Christian College.

I bring these points out to show that tennis is a game in this University that requires no artificial stimulus. It does not require encouraging; it merely seeks for adequate recognition. The Tennis Club asks for better equipment and facilities. We ought to have at least twelve courts always in commission to meet the demands that already exist.

It is the game that appeals most strongly to the Chinese. It is specially adapted to their temperament. It is not a fully fledged team game but it does develop the co-operative spirit both in the "doubles" and in the league games, while the "singles" appeal to the individualism of the Chinese. It seems to me to surpass all other games in the scope it allows for grace of movement, alertness, deftness and dexterity.

Professor Pigeon in a recent article in the *Nation* after examining the merits of various games concludes that: "There remains lawn tennis. Lightfooted youth in rapid motion on green grass under the sun exact to the fraction of a second, to strike the ball in white clothes eagerly watchful. This is a picture that an artist worthy of his subject must some day paint. When he has painted it let him show the laurel there."

Miss Grace who was accompanied by the Commodore then distributed the prizes. After which she was presented by a beautiful bouquet by Miss Irene Ho Tung. Miss Grace then addressed a few remarks to the students expressing her pleasure at being present and on being asked to distribute the prizes.

Following is the prize list:—CHAMPIONSHIP DOUBLES.—(Championship, A. A. Rumjahn and D. Laing; Runners-up, H. C. Hung and H. C. Hung.)

CHAMPIONSHIP SINGLES.—(Championship, Rumjahn; Winner, H. C. Hung (minor); Runner-up, C. A. Peterson.) DOUBLES HANDICAP.—Winners, Messrs. C. C. Lam and W. F. Cheong; Runners-up, Messrs. Hett and B. H. Wong. SINGLES HANDICAP "A."—Winner, Rumjahn; Runner-up, Hachimura. SINGLES HANDICAP "B."—Winner Mr. S. K. Ng; Runner-up, Mr. W. F. Cheong. INTERSCHOOL CHAMPIONSHIP.—Champion, Lugard Hall.

POLO NOTES.

INAUGURATION OF THE LADY STUBBS CHALLENGE CUP.

To-day (May 1st) at Causeway Bay, a one chukka knockout tournament will be played by teams representing the 4th Submarine Flotilla, R.N., the Army, the Hongkong Mounted Infantry and by a Freebooters' Team.

The teams will compete for a Challenge Cup kindly presented by Lady Stubbs. The winning team will hold the cup until challenged and defeated by another team. Challenges for the Cup may subsequently be issued once every month and challenging teams may not have a higher aggregate handicap than six goals. A forfeit of twenty dollars will be paid into the Club funds by a challenging team failing to defeat the holders of the Cup.

The teams to-day will be composed as under:—

SUBMARINE FLOTILLA.—Lieut. Spragge, R.N., Lieut. Fleming, R.N., Lt. Comdr. Woolrych, R.N., and Lt. Comdr. Creswell, R.N.

THE ARMY.—Lieut. Sugden, R.G.A., Lieut. Cobbold, R.G.A., Lieut. Davies, R.G.A., and H.E. the G.O.C. MOUNTED INFANTRY.—Mr. Mackenzie, Mr. Macnamara, Mr. Potts, and Mr. Palmer.

FREEBOOTERS.—Midshipman Ford, R.N., Mr. St. Lawrence, Mr. Stanton, and Captain Neville, R.M.

The draw has not yet taken place. The game will commence at 5.15 p.m. and the Committee of the Polo Club hope that many members and their friends will be present.

FOOTBALL.

HONGKONG LEAGUE—DIVISION I.

Kowloon 1 South China 1
E. Surreys Res. 2 Club de Recreo 2

KOWLOON v. SOUTH CHINA.

At Kowloon a large crowd turned out to witness the closing match of the season and a fine game was seen ending in a draw of one goal all.

Kowloon opened well but the heat told on them before the interval. After a series of attacking by both sides, Nash opened the score for Kowloon with a fast twisting shot that easily beat Lau Hing Cheung.

South China tried hard to level up, and Lai Wai Tong sent in some beautiful shots, but Duncan got them away, while F. Wheeler was safe in defence. At the interval Kowloon were leading by a goal to nil.

Early in the second half South China levelled up through Choi Ping Fan, who beat Duncan with a fast rising shot.

After this both teams tried hard to take the lead but the defence held out and the final whistle sounded leaving the game a draw of one goal all.

South China played the better combination and the home team is to be congratulated on keeping out a very persistent string of forwards.

DIVISION II.

EAST SURREYS RES. v. CLUB DE RECREO.

Those teams met on the Hongkong Club ground on Tuesday last to settle the runners-up position in the Junior league and after playing extra time another meeting will be necessary before the runners-up medals can be presented.

The Club pressed from the start and McGrieve scored for the Surreys and before the interval Butler scored from a penalty. Half-time: Surreys, 2; Club de Recreo, 1.

Early in the second half D. Xavier scored for the Club and at the call of time the score was two goals all. Extra time was played but there was no addition to the score.

INTIMATIONS

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "THESEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 28th April.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 15th May or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th April, 1924. [711]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"MADAWASKA" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 4th May, 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before 10th May, 1924, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 3rd May, 1924, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 28th April, 1924. [718]

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"COMERICK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th May, 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before 12th May, 1924, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on 5th May, 1924, at 10.00 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 29th April, 1924. [721]

S.S. "ANDRE LEBON."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LERS, etc., are informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Underwriters. Goods remaining undelivered after the 5th May, 1924, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 8th May, 1924, or they will not be recognised.

All damaged packages will be examined on Monday, the 5th May, 1924, at 10 a.m., by Messrs. Goldsmith & Davies.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 28th April, 1924. [723]

WHEN YOUR EYES

NEED GLASSES

Remember

CHINESE OPTICAL COMPANY

at

SPECIALISTS

In the Practice of

OPTOMETRY.

67, QUEEN'S ROAD C.

HONGKONG.

ALLIES.

All Discriminating

Smokers

and the

HONGKONG CIGAR STORE LTD.

[73]

MOVING PICTURES OF HONGKONG.

FOUR REELS FOR BRITISH EMPIRE EXHIBITION.

We give below a synopsis of four reels of moving pictures of the Colony, taken for the British Empire Exhibition, under the supervision of Mr. M. F. Key, Acting Secretary of the Chamber of Commerce, by the China-Sun Motion Picture Co., Ltd., a firm which recently opened extensive premises at Causeway Bay for cinematograph production. In addition to the print for the exhibition a duplicate print has been made and will be displayed next week at the Helena May Institute. It is understood that H.E. the Governor, on the invitation of the Chairman of the Joint Chambers of Commerce Committee which made the local arrangements for the British Empire Exhibition, will attend the first performance.

The film is called "The Port of Hong Kong" as being a more general title when the film is exhibited outside the British Empire. The second main title is: "A British Colony since 1841 and the base of Britain's great trade with China."

The film proceeds with appropriate explanatory titles, to introduce a panorama of Hong Kong Island from Morrison Hill to the University ending upon steamers in the Harbour. Victoria Peak and Kowloon Peninsula, taken from the Peak Hotel, are also shown. The next title states: "The Island and the mainland enclose one of the finest natural harbours in the world." Here are introduced some effective panoramas, taken from a height, of the Harbour and the shipping.

Next is given a view of Hong Kong from the water front, showing the principal buildings in the vicinity of the Supreme Court and continuing along the West Praya.

The film proceeds to a panorama of steamers at Kowloon Wharf indicating that travellers arriving in the Colony cross the Harbour to Victoria by launch or "Star" Ferry (pictures of these being shown) and land at Blake Pier or the Star Ferry wharf. The Ferry Pier has been taken at a busy moment with a ferry arriving and discharging a large number of passengers, and at the same time motor-cars are being shung on to the motor-car lighter.

The film then presents the following scenes in Victoria: Statue Square and the Queen Victoria Statue, the Cenotaph, the Supreme Court, the Hongkong Club, the Hongkong and Shanghai Bank, the City Hall, the Post Office and the Fire Brigade Station. This includes a picture of a parade of firemen as it is thought that a representation of a Chinese Fire Brigade will be of interest. Next are shown Chater Road and Prince's Building, effectively displaying the size and importance of the principal office buildings. St. John's Cathedral, the French Mission, the Roman Catholic Cathedral and Government House are each shown in some detail.

A title explains that many British residents live on the Peak and this is followed by panoramas of the houses on the Peak. Some effective views of Lugard Road showing the method of its construction follow and an "aeroplane view" of the houses in the town below is introduced here.

A title explains that business men travel to and from their offices and the Peak by cable railway and introduces pictures of the Peak Tram.

Views follow of Garden Road. The Botanical Gardens and the Race Course. After a title, "The Chinese Quarter" some effective street scenes are introduced of Jubilee Street, Bonham Strand, the vicinity of Western Market and the Central Market. These give a lively and interesting representation of the Chinese district.

Some striking views of Ladder Street and Centre Street taken from above and looking out towards the Harbour follow here; next comes a picture of a street hawker; next a picture of a street scene introduced by the title, "Moving Pictures: old style." This represents a panorama conducted by a showman in one of the recreation grounds.

Scenes in the Chinese quarter conclude with pictures of the street taken from a moving motor-car, a street-seller of congee, a house supported by bamboo shores (with an explanatory title, as to the effects of heavy rains), some street hawkers and dealers and some rather effective views of narrow side streets with hanging signs and "washing."

SUMMARY SCENES.

Having thus, in the first part of the film, acquainted the spectators with the general aspect of the Colony and given some idea of its appearance in detail, the next, and a considerable, section of the film is devoted to scenes illustrative of the Colony's shipping activities. This section is introduced by the title:

"Hong Kong's chief concern is shipping. Fifty thousand vessels clear the Port in a year."

A number of general views of shipping in the Harbour and a Kowloon Wharf follow, also of the Southern entrance to the Harbour and Green Island Light-house. A subtitle explains that the world's products pour through Hong Kong into South China, and some striking pictures of cargo handling on a busy morning at Kowloon Wharf follow. The process of unloading food from a "President" boat into godown is depicted in detail.

Illustrations of the handling of export products follow, leading on to a scene on the West Praya showing native craft loading and unloading, with not a foot of water between the vessels as they lie side by side along the water front. In the background river steamers and other vessels pass and repass. In view of recent questions in the House of Commons, and cables regarding piracy, the picture gives special mention to the s.s. *Hydra*, which is lying at her wharf. The transfer of cargo into godowns at West Point and Kennedy Town is next depicted.

A title next explains that much cargo is transferred in mid-stream and this introduces pictures of steamers surrounded by junks and sampans, taking water from the Union Water Boat Co.'s vessels, coaling, etc. Some striking views of the junk anchorage follow: also of towing launches, a sampan woman with a baby on her back rowing her craft, a close view of the junk anchorage with some good pictures of junks in line, and steamers in the western part of the Harbour loading and unloading cargo.

Thanks are due to Messrs. Jardine, Matheson and Co., Ltd., for the use of the *Eno* for taking the foregoing portion of the film.

Next come some striking pictures of Kowloon Dock and its activities. Opportunity is taken to introduce some remarkable pictures photographed after the typhoon of August 18th, 1923. A title explains that Hong Kong is occasionally visited by typhoons. Next is shown "The weather signal station" and a title explains: "When the black signal is flying small craft make for shelter in typhoon refuges."

An effective scene depicting small craft scudding along in strings is introduced here, followed by a picture of Causeway Bay shelter crum full of craft. The next title is "Some losses in the typhoon of August 18th, 1923," followed by pictures of the *Louisa* wreck, the *Tai Lee*, the *Kuanying*, the *Sai Chiao* and other vessels aground.

The next title is "Damage by wind at 120 miles an hour" and proceeds scenes of damage in Hong Kong. This section is concluded by a picture of the 1908 typhoon memorial in Kowloon. The shipping section is brought to a close with a view of one of the Naval vessels in the Harbour.

SCENES IN KOWLOON.

Typical scenes in Kowloon follow, being introduced by a picture of the railway station as seen from the Harbour, busy scenes at the Star Ferry wharf, Kowloon, and processions of motor-buses in Nathan Road. Street scenes in Kowloon are followed by a panorama of Kowloon City with an explanatory title with reference to the Sung Wong Toi stone. Typical Chinese dwellings are also seen here.

The development of Kowloon is illustrated by pictures of reclamation work. A title explains that level land is scarce and valuable and that consequently hills are cut down and cast into the sea. Here follows a panorama of hills partly cut away with a close view of men cutting the hillside and trucks collecting the material. Hong Kong village is shown as a place which will soon be swept away by reclamation work and the inhabitants rehoused on a healthier spot. The next title says "This was once a hill, now an eligible marine building lot" and is followed by a picture of the Samshui Reclamation, a junk in a distance indicating the marine character of the site. The next title says "Part of the hill on the way to the sea" and the film shows a dirt train passing through one of the streets on the way to the reclamation.

Here is introduced a picture of a house in course of construction showing the scaffolding and method of carrying materials to the builders.

An interesting and typical Chinese scene—a ceremony at the Tung Wah Hospital—is followed by a short picture of the immense crowd which followed the remains of Bishop Pozzoni to the grave.

A brief illustration of the work of the Police Training School follows, succeeded by pictures of cricket on the Hongkong Club Ground, and football on Murray Parade Ground. Next comes a picture of Regent Bay Hotel.

Some interesting street scenes taken during the China New Year celebrations follow, including pictures of the street market and of the firing of strings of crackers suspended from the roofs of houses.

The film concludes with a picture of Hong Kong University and scenes at tea during a recent graduation day assembly, introducing many well known figures in a bright and interesting scene.

The procession of the Senate follows and the film concludes with a picture of H.E. the Governor preceded by the Mayor.

SHOULD THE S.C.A. TELL? DECISION OF THE CHIEF JUSTICE.

The interesting point raised in the Summary Court some weeks ago in which the Crown Solicitor claimed that an officer of a Government Department could not be called upon to give evidence on matters disclosed to him in the course of his duties, was again mentioned in Court yesterday when his Lordship the Acting Chief Justice, who is hearing the case, announced that he intended to allow the claim of the Secretary for Chinese Affairs (the Government Officer concerned) for privilege and intimated that he would give his reasons for so doing when he delivered judgment.

The case was one in which Young Chik Fook and Ho Shung Ki sought to obtain possession of premises occupied by Lun Ho U and others. Mr. H. C. Macnamara appeared for the plaintiffs and Mr. C. A. S. Russ for the defendants.

Continuing his argument, yesterday, Mr. Macnamara said the notices expired on January 31st and the tenants went to the office of the S.C.A. in the hope of getting an extension. The S.C.A. sent for the rent collector, as representing plaintiffs, and an agreement was come to that the tenants should all leave on March 4th, providing that the landlord did not issue writs on February 1st, as he had a perfect right to do. Mr. Russ would submit, perhaps, that that agreement was a mere waiver of an imperfect notice, but he thought it was more than that. It was the creation of a new term, which expired on March 4th; it was the substitution of a new agreement for an old one. This was covered by the principle of the case, "Fenner v. Blake," where the defendant, in accepting a new lease, was prevented from pleading that the old one was still in operation. The only ground on which Mr. Russ could resist him was that they did not give a proper Common Law notice to quit, but as he had already pointed out, he did not consider that it was necessary under the new Ordinance. If His Lordship agreed with any one of the three points he had put, then he was bound to give judgment for plaintiffs.

Mr. Russ said that not one titlle of evidence had been brought against either of the defendants except Kwong Sui and possibly the defendant in Action No. 496, whose wife visited the S.C.A., that they had authorised anyone to visit the S.C.A. on their behalf; or that they acquired in what was agreed at in the S.C.A.'s office. In the case of No. 496 there was no implied agency of the wife for the husband, and no evidence had been brought to show that she was his agent.

Evidence was then called. Kwong Sui, the tenant of 114, First Street, said he went to the S.C.A. on his own behalf. He did not know that the other tenants of the block had notices to quit and he did not talk to them on the subject. His Lordship reserved judgment.

ENGINEERING COMPANY SUMMONED.

BLASTING AT REPULSE BAY.

Mr. Allison, manager of the Hongkong Engineering and Construction Company, appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday, to answer two summonses brought against his company.

The first was for having allowed blasting operations to take place on April 22nd during prohibited hours, namely at 5.45 p.m. at Repulse Bay. The second summons was for not having taken sufficient precautions, with the result that pieces of stone fell on a neighbouring house.

Sgt. Phillips held up some of the pieces in Court. Several were about the size of a cricket ball, with jagged edges. Mr. Allison said that his company pleaded guilty to the technical offence, but observed that the blasting had been done only with small charges of gunpowder, and that the fragments were not very big ones.

His Worship: Quite large enough to kill a man, I should imagine.

Continuing, Mr. Allison said that his firm had been greatly inconvenienced by labour troubles lately, and that they were particularly anxious to complete the work with all speed, as it was for the Government. He had had no intention whatever of infringing the law.

His Worship imposed a fine of \$25 on each of the summonses.

QUEEN'S THEATRE.

TODAY'S OPENING CEREMONY.

The opening of this spacious and handsome theatre takes place at 2.15 p.m. today. The General Manager (Mr. C. W. Leung) desires that invited guests would come earlier than the time printed on the admission card. The Hon. Mr. R. H. Kowloon is to open the theatre at 2.30 p.m. H.E. the Governor will arrive at 3 p.m. when the picture will be shown.

ALLEGED SERIOUS OFFENCE. ENDANGERING SHIP'S PASSENGERS.

What is considered to be a serious case of alleged drunkenness while on duty was under investigation at the Marine Magistrate's Court yesterday afternoon when an Indian ship's guard named Mohammed Khan of the s.s. *Yingchow* (China Navigation Company) was charged that by reason of drunkenness he unlawfully omitted to do certain lawful acts, proper and requisite to be done by him; thereby tending to endanger the lives or limbs of the persons on board the ship while on a voyage from Shanghai to Hong Kong.

The defendant pleaded "Not Guilty." The master of the *Yingchow*, Capt. F. W. Potter, told the Court that at 3 a.m. on the 29th ult. he was aroused by shouting and a scuffling noise outside his cabin. On investigating the matter he saw defendant struggling with the No. 1 guard. The defendant was under the influence of drink. The witness ordered him to be taken to his cabin where he was locked in. Later in the day it was necessary to threaten the defendant that if he did not quieten down he would be put in irons. This had a sobering effect. When this happened the vessel was off the Lammoeks (near Swatow). There were 150 passengers on the ship at the time. It was the defendant's first trip.

Asked what he had to say, defendant said the charge had been brought out of pure malice by the No. 1 guard. He further said that the No. 1 guard tried to make him go on duty at 3 a.m., three hours earlier than he should have done. The No. 1 guard then struck him on the head and he tried to save himself by clinging to the No. 1 guard's neck. The No. 1 hit him on the face, nose, and fingers. The defendant said he was dizzy and staggering from the blow when the Captain appeared on the scene.

Captain Potter told the Magistrate it was quite likely the defendant got the drink in Shanghai; or he might have got it from the comrade.

The defendant continued to protest, stating that he never smoked or drank. He would not spoil his reason by drinking. "I have been greatly oppressed since I came here," he added.

Police Inspector Shannon said the defendant only joined the police guards on March 3rd. Previous to that he was in the 102nd Bombay Grenadiers but he had been discharged from the band as useless. He had only done one trip in the *Yingchow*. The ship at the time was in the danger zone; with the result that the No. 1 guard had to do 36 hours continuous duty. Inspector Shannon said he had been talking to the Chief Officer of the *Yingchow* who expressed the opinion that the defendant was drunk.

The Magistrate (Deputy-Commander Conway Hake, R.N.R.) adjourned the case until this afternoon, pointing out that only one witness had been called, and this really made it one man's word against that of another.

The defendant said he had no witnesses to call. "I am a man of different caste to the others and that is all the trouble."

PEAK RICKSHA AND CHAIR COOLIES.

STRIKE AS A PROTEST AGAINST POLICE ORDERS.

Most of the Peak ricksha and chair coolies went on strike yesterday morning for a period of two hours during which time Peak residents journeying to and from the Peak tram terminus were inconvenienced for want of chairs and rickshas.

The strike was not a serious one. The coolies decided to stop work as a protest against a police order to produce their licences when requested by the traffic police. Yesterday morning the man on traffic duty ordered the production of licences and the coolies en bloc said they would go home for them. They did not return and later it was found they had gone on strike.

Traffic Inspector Kent straightened the matter out by getting in touch with the lessees of the vehicles and the coolies were brought to reason and returned to work.

KOWLOON BRITISH SCHOOL O.B.A.

The annual meeting of the Kowloon British School Old Boys' Association, took place yesterday. Mr. G. E. Nightingale was in the chair. The result of the meeting was:—President, Mr. E. Ralph; Vice-President, Mr. B. Wylie; Secretary, Mr. S. Ogilvie; Treasurer, Mr. W. Robinson; members, Miss Wicheh, Miss George, Messrs. D. Harvey, G. Angus and E. W. Bailton.



ASPARAGUS.

IS A MOST APPETISING DISH ESPECIALLY WHEN SERVED "ICED."



Per Tin
\$1.00

Per 6 Tins
\$5.90

"DEL MONTE" MAKE A SPECIALITY OF EVERY ONE OF THEIR PRODUCTS, NOT OMITTING ASPARAGUS: EACH SPEAR IS DELICIOUS AND TENDER.

LANE, CRAWFORD, LTD.

TEL. 4567.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA
PINEAPPLE
RASPBERRIES
POMEGRANATE
MANDARINE

LEMON
CHERRY
STRAWBERRY
APRICOTS
ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

ENGLISH RECORDS

- | | |
|------|--|
| 2978 | (ALICE BLUE GOWN C. HERWIN, CONTRALTO |
| | (CASTLE OF DREAMS " " |
| 2988 | (ABSENT MACLEIN, TENOR |
| | (LET ME LIKE A SOLDIER FALL " " |
| 2433 | (CUCKOO BOCKMAN, SOPRANO |
| | (A BIRTHDAY " " |
| 2595 | (THE MIDSHIPMITE BATES, BARITONE |
| | (THE POWDER MONKEY " " |

ANDERSON'S.

Wm. Powell Ltd.
Telephone C. 3146.

SOLE AGENTS FOR

Keltic

FOOTWEAR.

We have Received a New Stock of this Celebrated make of Boots and Shoes in Black and Brown. These are marked from \$18.50 to \$22.50 per pair.

When we tell a customer that Keltic Footwear is sound and genuine from laces to sole, we can do so with a clear conscience. Because it is so.

Wm. POWELL, Ltd., Gentlemen's Department, HANDBAGS HOTEL BUILDINGS.

NEW ADVERTISEMENTS

NOTICE.

G. GEORGE WALTER SHEPPARD has been authorized to sign the Name of our Company.
FREDERICK CHARLES HALL has been authorized to sign the Company "Per Procuration."
JARDINE, MATHESON & CO., LTD.
Hongkong, 1st May, 1924.

NOTICE.

THE Undersigned, Member of the Hongkong Stock Exchange, has Received Business as Share and Broker under the Firm Name of **JOSEPH GOULD & CO.** at No. 10, Lee House Street.
Mr. LEWIS ALBERT TOBIAS has been authorized to sign the Firm "Per Procuration."
JOSEPH GOULDS.
Hongkong, 1st May, 1924.

THE CHINESE ENGINEERING AND MINING CO., LTD.

PAYMENT OF INTERIM DIVIDEND ON SHARES FOR THE YEAR ENDING 30TH JUNE 1924.

THE Board having declared an INTERIM DIVIDEND of Two Shillings per Share free of Income Tax, for the Year ending 30th JUNE 1924, Holders of Bearer Shares and Holders of Dividend Warrants received from London of account of Registered Shares, will be paid their Dividends on presentation of the Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares, to either of the following Banks at Shanghai or Tientsin:

THE HONGKONG & SHANGHAI BANKING CORPORATION
THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA

THE RUSSO-ASIATIC BANK.
THE BANQUE PARISIENNE D'ETRANGER.
The Payments will be made in either Dollars or Taels, as the Holder may wish, at the prevailing rate of Exchange of the Day.
P. C. YOUNG,
General Manager,
KAILAN MINING ADMINISTRATION.

TENNIS TOURNAMENT.

WEATHER and Ground Permitting, the **FINAL OPEN CHAMPIONSHIP SINGLES** will be played on the **SEVEN COURT** on

FRIDAY, 2ND MAY, at 4.15 P.M.

Reserved Seats—5/- each (Yellow Tickets).
Booking at Messrs. MORTIMER & Co.
Prizes Won during the Tournament will be presented after the Match.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commission of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the **TREASURY CHEST OFFICER, COMMAND PAY OFFICE**, until 11 o'clock A.M. on the 1st MAY, 1924. The Tenders to state the total amount (in Pounds sterling). No Telegraphic Transfer will be made for less than £100.
The Tenders to be in duplicate, and in Sealed Covers addressed to the **TREASURY CHEST OFFICER, COMMAND PAY OFFICE**, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the **Acts 22 George III, Cap. 45 and 41, George III, Cap. 52**, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).
"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company."
R. A. DOBBIN, Lt.-Col., R.A.P.C.,
Treasury Chest Officer,
His Majesty's Treasury Office,
Hongkong, 1st May, 1924.

THE BEN LINE STEAMERS, LIMITED.

From ANTWERP, LONDON AND STRAITS.

The Steamship "BENVOLICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 14th May, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th May, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.,**
Agents.

Hongkong, 30th April, 1924.

INTIMATIONS

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-FIRST ORDINARY YEARLY MEETING** of the Society will be held at its Head Office, Union Building, Hongkong, on **FRIDAY, 16th MAY, 1924, at Noon**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.
The **TRANSFER BOOKS** of the Society will be **CLOSED** from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-EIGHTH ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, Union Building, Hongkong, on **FRIDAY, 16th MAY, 1924, at 12.15 P.M.**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-FIFTH ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, Union Building, Hongkong, on **FRIDAY, 16th MAY, 1924, at 12.30 P.M.**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from May 2nd to May 16th, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

Hongkong, 26th April, 1924.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-THIRD ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on **TUESDAY, the 6th MAY, 1924, at 11 o'clock in the Morning**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1923, and of declaring Dividends, etc.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from the 29th April to 26th May, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 16th April, 1924.

TOWAGE.

LARGE Powerful SEAGOING "TUGS" will shortly be available for Trips from Hongkong or Neighbouring Ports to Straits Settlements or Dutch East Indies.
For further particulars, please apply to **JAVACHINA-JAPAN LYN.**

709]

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KIL of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 21st January, 1924, together with relative Transfer Deeds, attached, have been **LOST** or **RAY LAID**; and **NOTICE IS HEREBY GIVEN** that if within Thirty Days from the date hereof No Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such Application.

For **HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,**
EDWARD B. RAYMOND,
Secretary.

Hongkong, 3rd April, 1924.

S.S. "COMMISSAIRE RAMEL"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from ANTWERP, MIDDLESBROUGH, MANCHESTER, LONDON, &c., also Cargo ex **SA. "GHEF MACANCIEN MAILHOT"** from HAVRE, COGNAC, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 6th May, 1924, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to us on or before the 9th May, 1924, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 6th May, 1924, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO., LTD.,**
Agents.

Hongkong, 29th April, 1924.

INTIMATIONS

REMOVAL NOTICE.

THE CANADIAN NATIONAL RAILWAYS of 3, Chater Road, Queen's Buildings, have now changed their Address to: **ASIATIC BUILDING, 2ND FLOOR, QUEEN'S ROAD CENTRAL.** 714

NOTICE.

WE have **THIS DAY** Established a **BRANCH OFFICE** in **SHAMPOO, CANTON—DAIYI FARM BUILDING, FIRST FLOOR.**
EUROPE ASIA TRADING CO.,
China Building.

THE SIMPLEX PLASTER CO., LTD.

NOTICE IS HEREBY GIVEN that the **STATUTORY MEETING** of the Company will be held at 3 P.M., at the Registered Office of the Company, 2nd Floor, China Building, Hongkong, on **FRIDAY, the 3rd of MAY, 1924.**

By Order,
CHINO-AMERICAN INDUSTRIAL DEVELOPING CO., LTD.,
General Managers.

NOTICE.

NOTICE IS HEREBY GIVEN that **Script No. 427** for 500 shares **EUROPEAN MILLS LTD.**, in the name of **Mr. EZRA ABRAHAM** of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been **LOST**.

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Script.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said script is asked to communicate with the Undersigned.

ELLIS & CO.,
No. 23 Lee House Street.

617]

NOTICE.

TREASURY.

NO. 225.—IT IS HEREBY NOTIFIED that the **VALUATION LISTS** for the Colony for the year 1924-1925 will be open to inspection at the **TRADING OFFICE** for Twenty-one Days, commencing on **THURSDAY, MAY 1st, 1924.**

(Sd) **C. McI. HESSER,**
Treasurer and Assessor of Rates.
17th April, 1924.

617]

LAND AND BUILDINGS AT PAKHOI.

FOR SALE.

HIS BRITANNIC MAJESTY'S Government invites OFFERS for the whole lot of land, less a small portion leased to the **CHUNG KONG STEAMSHIP SOCIETY**, at Pakhoi, known as the **British Consulate Lot** together with the Buildings thereon.

The Land to be sold is held in Perpetuity.

The Buildings, consisting of One Large Substantially Built Residence and One Small House both with suitable Servants' Quarters and Stables, were erected in 1885 and are in a Good State of Repair.

Copies of the Title Deeds and Plans of the Land and Buildings may be seen, on application, at the Office of the **DIRECTOR OF PUBLIC WORKS**, Hongkong, at the **BRITISH CONSULATE**, Kowloon, or at **H.B.M. OFFICE OF WORKS**, Shanghai.

Permission to inspect the Land and Buildings can be obtained on application being made to **H.B.M. OFFICE OF WORKS**, Kowloon.

Offers which should be lodged Not Later than **30th JUNE, 1924**, should be addressed to **H.B.M. ACTING DIVISIONAL ARCHITECT, H.B.M. OFFICE OF WORKS**, Shanghai.

W. J. ROBERTS,
H.B.M. Acting Divisional Architect.
Shanghai, April, 1924.

TO BE SOLD.

SMALL TANNERY at Ma Tau, Kowloon, together with Plant and Machinery and Stock of Chemicals. Area approximately 28,000 sq. ft. Also a Plot of Land adjoining the Tannery. Area: approximately 18,000 sq. ft.

Apply—
PERCY SMITH, SENI & FLEMING,
6, Des Voeux Street Central
(Bank of Canton Building).

671]

TO LET.

FURNISHED FLAT. Four Rooms. Two Bath Rooms. May Road.
From June 1st to September 30th.
Reply Box No. 704.
c/o Hongkong Daily Press.

704]

TO-DAY (THURSDAY).

LOU CHANEY.

PATSY BUTH MILLER

Etc., Etc.

IN

"THE HUNCHBACK OF NOTRE-DAME."

VICTOR HUGO'S MASTERPIECE.

THE CORONET.

INTIMATIONS

E

WHISKY

THE OLD FAVOURITE.

SUPERFINE QUALITY

GENUINE AGE

and

PERFECT

BLENDING

Matured and Bottled

in

SCOTLAND.

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Phone 16.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, May 1st, 1924.

A "PRUDENT AND PRACTICAL" BUDGET.

This is the description which the Labour Party's official organ in London applies to the first Labour Budget, and we do not suppose any party in the House of Commons will feel disposed to seriously disagree with that description. Every patriotic Briton must rejoice over the evidence the Budget statement affords of the country's financial strength. That in a period of little over three years the country should have been able to reduce by no less than £550,000,000 the huge national debt that it assumed in order that victory in the great war might be ensured, is, as the Chancellor of the Exchequer very truthfully said, "a wonderful and most creditable achievement."

It is, as he said, a sum practically equivalent to the total national debt of Great Britain and Ireland before the war that has in this short time been wiped off. While the present Government, of course, can claim no credit for this achievement, it must be a source of satisfaction to the nation to learn from the Budget statement that the broad lines of policy in this matter inaugurated by their predecessors has the endorsement and support of a Labour Ministry.

Unquestionably the Budget as a whole is one that is well calculated to strengthen the Government's position. It not only dissipates apprehensions felt in financial circles that a Labour Government might be disposed to play duck and drakes with the fiscal policy which previous governments have laid down, but the proposals it contains for the reduction or abolition of food taxes are certain to weigh greatly in the Government's favour with the mass of the electorate. It might be urged that the retention of these taxes for some little time longer would enable the Government to continue to reduce to a larger extent than would otherwise be possible, the country's huge national debt, which must be the cardinal feature of the fiscal policy of Governments for many years to come. For the moment,

however, we have to be content with the knowledge that this is clearly recognised by the Government and with the declaration that "all clearly available resources must be devoted to the redemption of the debt," since the maintenance and improvement of British credit is recognised to be a matter of vital importance.

The principal—if not the only—controversial features of the Budget are the repudiation of the Imperial Preference proposals, which were the outcome of last year's Imperial Conference, and the proposed abolition of the McKenna duties. The repudiation of the Imperial Preference proposals and the threatened prospect of the reduction or abolition of duties on all commodities on which preference is now applied will be, of course, a serious disappointment to the Dominions, but, having regard to the circumstances associated with the advent of the Labour Party to power, this repudiation and the abolition of the McKenna duties are features of the Budget that could more or less confidently have been anticipated. It is upon these two subjects that controversy is likely to be mainly centered in the Budget debate, but, since according to the declaration of Mr. Asquith, the Budget contains "nothing to which the Liberal Party is unable to heartily subscribe," we may expect to find the Government supported by the necessary majority in carrying the Budget through the House practically as it stands.

There is one feature of the Budget which should give satisfaction in China, and that is the reduction of the tea duty by one half. China tea growers, supported, of course, by the British firms engaged in the tea business, have been agitating for some time past for a total abolition of the duty, but on the principle that half a loaf is better than no bread, the news that it is proposed to reduce the tea duty by one half will doubtless be received by the Chinese tea growers, and the Chinese Government with thankfulness, if not complete satisfaction.

Mr. Joseph Gould, a member of the Hongkong Stock Exchange, announces that he has resumed business.

At the Marine Court, yesterday, nine mistresses and four misters of boats were fined £1 for mooring inshore during prohibited hours.

It is announced that Mr. G. W. Sheppard has been authorised to sign the name of Messrs. Jardine, Matheson & Co., Ltd., and that Mr. F. C. Hall has been authorised to sign for the company "per procuration."

Further details of the two ships for which the Hongkong and Whampoa Dock Co., Ltd., has received orders from Australia are now available. The two vessels are to be built to the order of Messrs. G. S. Yuill & Co., of Sydney, owners of the s.s. *Changsha* and the s.s. *Taiwan*. The new vessels are to replace the *Changsha* and the *Taiwan* on the Hongkong-Australian services.

A third share-brokers' Society in Hongkong comes into existence to-day, as an outcome of the action taken by the two existing associations to embarrass the outside brokers. The new Association will be known as "The Share and Real Estate Brokers Society of Hongkong" and was duly organised yesterday and starts working to-day. The Society will publish its own daily list of quotations.

Mr. Olaf Olsen, 30 years old, an employe of the Swedish Ocean Co., Ltd., and a popular member of the Swedish community in Kobe, hanged himself recently during a fit of despondency thought to have been occasioned by overwork. The young man was a skilful tennis player and an excellent swimmer and belonged to the Kobe Regatta and Athletic Club. He at one time held several swimming records. No reason for his action has been discovered by his friends, who report that he was a highly respected by his countrymen. He came to Kobe about a year ago and at the time of the September earthquake assisted in the rescue work. His mother and father live in Sweden.

The community is being convulsed by sellers for tickets for a flying exhibition by a young American aviator at Happy Valley on Sunday. These tickets, which are being sold at £2 each, bear the words: "Part benefit Tung Wah Hospital." We need your help.

For that reason many more tickets are sold than would otherwise be the case, for most Europeans know something of the valuable work done by the Tung Wah Hospital, and the appeal for support is doubtless in many cases more persuasive than the prospect of seeing the flying stunts. It has seemed strange that there has not been a more public appeal by the Directors of the Tung Wah Hospital, also that the ticket sellers should have no information regarding what proportion of the proceeds is to go to the benefit of the Hospital. We have made inquiries on the subject and have been informed by a Director of the Tung Wah Hospital that the portion of the proceeds which will go to the Tung Wah Hospital has been fixed at 20 per cent.

An attempted armed robbery took place yesterday morning at No. 17, Wing Shing Street (first floor). A man entered the floor with a dagger. On the alarm being raised the intruder made good his escape without stealing anything.

A highway robbery took place at the junction of Sai Wu Street and Des Voeux Road West at 7.30 p.m., yesterday. A cloth-hawker was seized by two men, said to be unarmed, who after going through his pockets got away with \$35 in bank notes.

A story of a peppery American general who demanded to be allowed to land at Yokohama from the *President Cleveland*, though he had no passport, is published by the *Osaka Asahi*. His demand was not granted, despite the fact that he claimed to be a close friend of General Wood, Governor of the Philippines. The visitor was very indignant, the *Osaka Asahi* says, and demanded that the Japanese officials as pick-headed. Democratic Americans comments the *Japan Chronicle*, will be pleased (if the story is true) that the officials were firm with one who put in such a snobbish claim for special privilege. The idea which seemed to be suggested in the Japanese Press report, that this was the beginning of retaliation for the Immigration Bill, is rather far-fetched. But it is rather striking that at the moment when the American Legislature was expressing its opinion that Japanese ought not to be allowed to land at all in America, an American general should boggle because he was required to have a passport. Not that we approve of passports, the *Asahi* goes on. They are merely a device to vex the traveller and make him his cash without rendering him any service in exchange. But Japan is not the only sinner and not the worst one in this respect.

ONE OF THE FASTEST VESSELS ON THE CHINA COAST.

YESTERDAY'S TRIAL TRIP OF THE S.S. "HAI-NING."

The s.s. *Hai-ning*, the latest addition to the Douglas Steamship Company, underwent her trial trip yesterday afternoon, and was brought to Hongkong by Messrs. W. S. Bailey & Co., and gave great satisfaction. With a number of guests on board who went over the Lamna Channel and on three trips averaged a speed of 15.8 nautical miles per hour. Her fastest time, was 15.1 nautical miles per hour. A vessel with such a speed can without doubt be considered one of the fastest vessels on the China Coast and this does great credit to Messrs. Bailey & Co., who have performed their job of re-constructing her extremely well.

Purchased by the Company in Manila about a year ago the vessel, which was then known as the s.s. *Regatta*, and was used as a hospital ship by the American Government, was brought to Hongkong for service with the Douglas Company. She was placed in the hands of Messrs. Bailey & Co. for re-construction. The work has been well done. The task was no easy matter for in addition to placing new boilers in the vessel her upper structure has been entirely re-modelled. She is now a very smart looking craft. She is 315 feet in length and has a 46 foot beam. She has accommodation for over 400 first-class passengers, and 32 second-class passengers in a deck, while her exceptionally lofty and airy 'tween deck will render her a favourite with deck passengers. Her hull, being composed of iron, is better calculated to resist the effects of corrosion than if built of steel.

The *Hai-ning* is elegantly furnished and upholstered, considerable care and thought being displayed for the comfort and convenience of the passengers. Her saloon is the essence of comfort and this is large and airy and, stippled as well forward, should be delightfully cool. The lighting arrangements and electrical fittings were carried out by Messrs. W. P. Jack & Co. The saloon has overhead fans and a state-room, fans and reading lamps. Her wireless set has a radius of 300 miles.

Among those present on board yesterday afternoon at the trial ship were Mr. H. P. White (Chairman of the Company), Mr. A. H. White, Mr. W. S. Bailey (of Messrs. W. S. Bailey & Co.), Mr. R. M. Dyer, Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., Mr. J. Jack of Messrs. W. P. Jack & Co., Mr. A. L. Shields, Dr. Forsyth, Mr. C. G. Mackie, Capt. Turnbull, s.s. *Hai-ning* and many others.

During the trip opportunity was taken to toast the future prosperity of the vessel and light refreshments were served. Mr. White, as Chairman of the Company, said he wished to congratulate Messrs. W. S. Bailey & Co., for the splendid work they had done on the vessel. Mr. White mentioned the names of Mr. Hammy and Mr. G. B. Wicheil who had practically lived on the vessel during the time she was under re-construction.

Mr. Bailey returning thanks, referred to Hongkong's growing shipping tonnage and pointed out that out of Hongkong there was room for more ship-building yards, and said the facilities for shipbuilding in and around the harbour were all that could be desired. He asked the gathering to drink to the future prosperity of the s.s. *Hai-ning* expressing the wish that she would prove to be a very valuable ship to the Company.

The s.s. *Hai-ning* makes her maiden voyage to Swatow, etc., on Tuesday next. She is commanded by Capt. Passmore, Commodore of the Company. Her Chief Officer is Mr. Gill.

HONGKONG
to
ENGLAND
via
CANADA.



CANADIAN
NATIONAL
RAILWAYS
Separate and
distinct from
C. P. Ry.

A new, quick and economical route to go Home by.

Bookings made via all Steamship Lines from Hongkong, connecting with Daily trains from Vancouver B.C.

Fares booklets and all particulars gladly supplied on application.

CANADIAN NATIONAL RAILWAYS

Queen's Buildings, 3, Chater Road.

Phone C. 2004.



HUGO STINNES LINIEN

OSTASIEN-FAHRT

PASSENGER SERVICE

HONGKONG TO NAPLES

ANTWERP, ROTTERDAM AND HAMBURG

MANILA, STRAITS, COLOMBO, SUEZ, PORT SAID.

SAILINGS FROM HONGKONG:

"ADOLF VON BAYER" ... on or about the 26th May.

FARES FROM HONGKONG TO NAPLES:

FROM £71-UPWARDS

Only Cabin Class Accommodation Available.

REUTER, BROCKELMANN & CO.

AGENTS

26, Des Vaux Road Central.

Phone Central No. 478.

**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE, PENANG and BELAWAN-DELI DIRECT,
8th May, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation.

All lower berths.

Doctor carried.

English cuisine.

Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

For Freight and Passage, apply to—

JAVA-CHINA-JAPAN-LYN,

Agents.

one Central No. 1574.

YORK BUILDING, CHATER OLD.

Hotels

**JAPAN AND
MANCHURIA**

Members of Japan Hotel Association

c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.

Average Rates for Single Rooms (without Bath) including meals:
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER:

Chuzenji (Nikko) —
Lakeside Hotel
Kamakura —
Kaitin Hotel
Karuizawa —
Mitsuka Hotel
Mampel Hotel
Kobe —
Oriental Hotel
Tor Hotel

Kyoto —
Kyoto Hotel
Miyako Hotel
Matsuyama —
Park Hotel
Miyajima —
Miyajima Hotel
Miyajima Hotel
Fujiya Hotel
Nagasaki —
Japan Hotel

Nagoya —
Nagoya Hotel
Nara —
Nara Hotel
Nikko —
Nikko Hotel
Osaka —
Osaka Hotel
Osaka Hotel
Shimonoseki —
San-ye Hotel

Shizuoka —
Daitokuwa Hotel
Tokyo —
Imperial Hotel
Omori Hotel
Tokyo Station Hotel
Tanjiki Seiyoken Hotel
Yokohama —
Grand Hotel

IN TAIWAN (FORMOSA):
Taihoku:—Taiwan Railway Hotel

IN CHOSSEN:

Fusan Station Hotel
Keijo (Seoul) —
Chosen Hotel
Shingashu —
Shingashu Station Hotel

IN MANCHURIA:

Changchun —
Yamato Hotel
Dairen —
Yamato Hotel
Hogang —
Yamato Hotel

Hoten (Mukden) —

Yamato Hotel

Byejuo (Port Arthur) —

Yamato Hotel

JAPANESE STEAMER SUNK.

COLLISION IN FOG.

The Japanese steamer *Tokufuku Maru* was sunk in the Bristol Channel in dense fog at 10 p.m. on March 23rd after collision with the German vessel *Herauld*, and 23 of the Japanese crew are missing. Seventeen of the crew were saved by boats from the *Herauld*, including the captain, named Yokoyama, and the chief officer, S. Ishii. They were landed at Dover. The collision took place 12 miles south of Dunquerque Point, and the Japanese vessel was so badly holed, that she sank in three minutes. The *Herauld* only received damage to the upper works of the bows and was able to reach Dover under her own steam, bringing with her 16 of the survivors. The other man saved has been reported by wireless to have been picked up by another German steamer, the *Hansa Hunsbuck*.

The experiences of the Japanese captain shows how rapidly events succeeded each other. Almost immediately after the collision the boat went down at the head so quickly that the captain was caught under the awning over the bridge. Luckily for him an eddy whirled him out on to the surface, and his next recollection is of being in the stokehold of the *Herauld*, where the survivors were taken for warmth. The captain and 15 of the survivors were taken to the Dover Patrol National Sailors' Home, having been fed and clothed by the Shipwrecked Mariners' Society. The captain is almost the only man who can speak English, and in answer to a question as to the collision could only say: "Please do not ask me. You make me think of my crew again."

The *Tokufuku Maru* belonged to what is known as the K. Line, owned by the Kokusai Kaisha Kaisha at Kobe, and was nearly 4000 tons register, and built in 1919. Her cargo included a great quantity of steel girders, building materials, etc., which had been loaded at Bremen, Rotterdam, and Antwerp for reconstruction of the earthquake-devastated area in Japan. She was also to have called at Marseilles on her way out to the Far East. The hull was valued for insurance at £120,000, while the cargo is probably a very valuable one, though further details are at hand it is impossible to estimate the amount involved. Her insurance came to the London market as reinsurances of Japanese companies.

NAVAL PRIZE FUND.

£179,700 DISTRIBUTED IN GRANTS.

The disposal of the residue of the Naval Prize Fund is indicated in the current issue of Admiralty Fleet Orders. The Naval Prize Act, 1919, provides that after allowing for the payment of shares, the residue may be applied towards any of the purposes for which provision may be made by Greenwich Hospital, and for the benefit of members and dependants of members of Forces raised and provided by the Government of parts of H.M. Dominions outside the United Kingdom. The Board have approved of grants totalling £179,700. Among them are:

- £100,000—R.N. Benevolent Trust (Grand Fleet and kindred funds).
- £27,500—British Legion (Officers' Association).
- £6,500—Royal Naval Fund.
- £5,000—Missions to Seamen, Dominion, etc., funds.
- £4,000—R.N. and Marine Orphan Home, Portsmouth.
- £3,000—Soldiers, Sailors, and Airmen's Families' Association; Incorporated Soldiers and Sailors' Help Society.
- £2,500—Missions to Seamen, London (for charitable purposes).
- £2,200—Shipwrecked Fishermen and Mariners' Royal Benevolent Society, London.
- £2,000—Queen Adelaide Naval Fund; Sir F. Richards Memorial Fund; Royal School for Naval and Marine Officers' Daughters; Twickenham; Lloyd's Patriotic Fund; Seamen's Hospital Society; Royal Merchant Seamen's Orphanage, Beaulieu; Royal Liverpool Seamen's Orphan Institution.
- £1,600—R.N. and Marine Orphanage; Gillingham; Royal United Service Orphan Home for Girls; Devonport; Royal Alfred and Merchant Seamen's Institution, Beaulieu.
- £1,500—Port of Hull Society's Sailors' Orphan Homes.
- £1,000—Royal Sailors' Orphan Girls' School and Home, Hampshire.

THE HYDROGLISSIA.

BOAT THAT FLOATS IN SIX INCHES OF WATER.

Much interest has been caused in Lahore, the capital of the Punjab, by experiments with the hydroglissia, a flat-bottomed boat driven over the surface of the water by an aeroplane engine and propeller. These experiments have been so successful, says a writer in a London paper, that the designers of the boat have now sold it to the engineers of the Sutlej Valley project, where it is being used for communication purposes. This boat, owing to its unique construction, floats in some six inches of water, and when in motion rises to the surface, so that it will pass over a sandbank that is only a few inches submerged. The keel of the boat is divided into two halves by a step of nine inches, and this is the secret of the construction. When the 90-horse-power engine is started up it moves forward, compressing the water under the bow, and causes it to rise to the surface. The water then swirls under the nine-inch step and another wave is caused, lifting the rear. The faster the forward speed the higher the boat is lifted. Already with this craft a speed of thirty-five miles an hour has been obtained with no fewer than seven people on board. The advantage of this craft in India is that at a high speed it can pass over submerged sandbanks, which have always been found most difficult to locate by navigators of Indian rivers. Also, being propelled by the air, the difficulties caused by sand getting into the water propeller bearings are eliminated.

WEATHER REPORT

April 30th at 18.20—Pressure has decreased moderately over Japan, and slightly over S. China and Indo-China. It has increased moderately from Chefoo to Shanghai, and is nearly stationary over Formosa, and the Philippines. The depression is moving eastward.

The anticyclone appears to be forming over S. China Sea.
Hongkong rainfall for the 24 hours ending at 18 hours, April 30th, 0.00 inch. Total since January 1st, 11.98 inches, against an average of 11.75 inches.

The forecast for the 24 hours ending at 18 hours, May 1st is as follows:—

Forecast
Formosa Channel ... S.W. winds, light; N. E. winds, moderate to fresh later.
Hongkong to Gap Rock ... S.W. winds, moderate to fresh, later cloudy, fog, rain.

South coast of China between Hongkong and Lamock ... do.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 30th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 9 a.m.	at 2 p.m.
Barometer	29.82	29.81	29.79
Temperature	74	73	74
Humidity	86	96	71
Wind Direction	ESE	E	SW
Force	4	1	2
Weather	0	0	0
Rain	0.00	0.00	0.00
Highest open-air Temperature on 24th	75		
Lowest open-air Temperature on 24th	62		

HONGKONG TIDE TABLE.

From May 1st to 7th, 1924.

Day of Week	Days of Month	High Water		Low Water	
		H. Time	H. Height	L. Time	L. Height
Thurs.	1	8.48	2.9	1.49	2.6
Fri.	2	8.48	2.9	2.38	2.2
Satur.	3	8.45	2.6	2.42	2.4
Sun.	4	8.52	2.4	2.40	2.8
Mon.	5	9.24	2.4	2.20	1.8
Tues.	6	9.55	2.8	2.20	1.8
Wed.	7	10.22	2.9	2.14	1.3

BARDINET LIQUEURS.



"Nothing Like It."

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

H. RUTTONJEE & SON.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

ANTUNG via SWATOW & SHANGHAI	"WOSANG"	Friday, 2nd May, 7 a.m.
Kobe via MOJI	"NAMSANG"	Saturday, 3rd May, 11 a.m.
MANILA	"YUENSANG"	Saturday, 3rd May, Noon.
TIENSIN	"WAISHING"	Tuesday, 6th May, Noon.
BANGKOK via SWATOW	"HANGSANG"	Tuesday, 6th May, 1 p.m.
SANDAKAN	"HINGSANG"	
SHANGHAI via SWATOW & SHANGHAI	"MINGSANG"	Wednesday, 7th May, 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 7th May, 3 p.m.
SHANGHAI via SWATOW	"CHEONGSHING"	Friday, 8th May, 11 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 10th May, 7 a.m.
SHANGHAI via SWATOW	"KWONGSANG"	Sunday, 11th May, 10 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 11th May, 10 a.m.
BANGKOK via HOIHOW	"FOONSANG"	Friday, 16th May, 10 a.m.
Kobe via SHANGHAI & MOJI	"HOSANG"	Friday, 16th May, 10 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 26th May, 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

SHANGHAI LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong, both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINGSANG" and "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "LAISANG" will be despatched on or about
Wednesday, 7th May, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS

Telephone No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS

HOMEWARDS

Vessel	Due Hongkong	Leaves Hongkong	Discharges
"GLENAMORY"	7th May	7th May	7th June
"GLENMAY"	19th May	19th May	London, Rotterdam & Hamburg.
"GARMARTHENSHIRE"	30th May		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

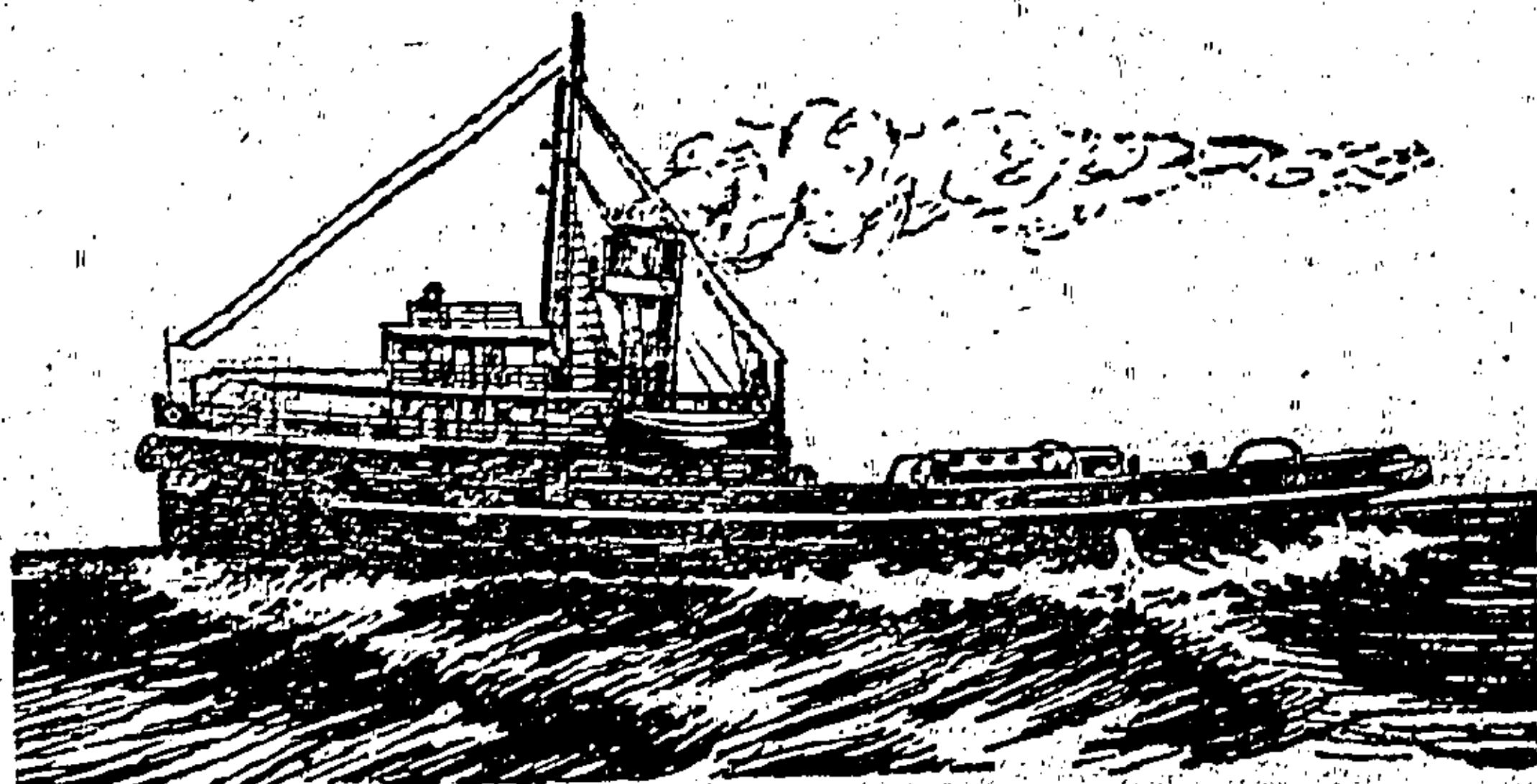
Telephones: Central No. 215 sub-ex. 23, and Central 3595.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESSES: "MANIFESTO," HONGKONG.

Codes Used: A.I., A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 167 B.P. Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven unbreakable and centrifugal pumps, air compressor, wireless, and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

H. M. DYER, B.Sc., M.I.N.A., WHAMPOA DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS

April 29th
Chungking Maru, Japanese steamer, 1,131 tons, Capt. H. Morimoto, from Shanghai and Swatow, with a general cargo, lying at buoy No. 114—N.Y.K.
Comet, British steamer, 1,071 tons, Capt. R. N. K. Blackmore, from Shanghai, which port she left on April 24th, with a general cargo and 100 plate, lying at Kowloon wharf—Bank Line, Ltd.
Edmund, Norwegian steamer, 1,275 tons, Capt. M. Karlsen, from Singapore, which port she left on April 21st, lying at Stonecutters—Thorsen & Co.
Hallberg, Norwegian steamer, 761 tons, Capt. C. Beck, from Bangkok, which port she left on April 22nd, with a cargo of rice, lying at buoy No. 114—Thorsen & Co.
Kowloon, Portuguese steamer, 201 tons, Capt. R. J. Nogueira, from Kwang Chow Wan, with a general cargo, lying at buoy No. 114—Sung Hing & Co.
April 30th
Benetech, British steamer, 1,222 tons, Capt. G. McMillan, from London, which port she left on March 10th, with a general cargo, lying at Kowloon wharf—Gibb, Livingston & Co.
Hannover, British steamer, 1,256 tons, Capt. R. N. McNair, from Bangkok and Swatow, with a general cargo, lying at buoy No. 114—J. M. & Co.
Yamato Maru, Japanese steamer, 1,000 tons, Capt. A. C. Jones, from Tientsin, with a general cargo, lying at buoy No. 114—China Navigation Co.

CLEARANCES

April 29th
Hsienan, for Shanghai.
Yamato Maru, for Yokohama.
Sekun Maru, for Canton.
Southern Maru, for Batavia.
Southern Maru, for Singapore.
Wingfield Maru, for Canton.
April 30th
Chong Maru, for Canton.
Kishu Maru, for Shanghai.
Kishu Maru, for Hong Kong.
Kishu Maru, for Singapore.
Kishu Maru, for Kwang Chow Wan.
Kishu Maru, for Tientsin.
Kishu Maru, for Manila.
Kishu Maru, for Canton.
Kishu Maru, for Swatow.
Kishu Maru, for Tientsin.
Kishu Maru, for Manila.
Kishu Maru, for Canton.
Kishu Maru, for Swatow.
Kishu Maru, for Tientsin.

PASSENGERS

DEPARTURES
Per P. & O. s.s. Soudan, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

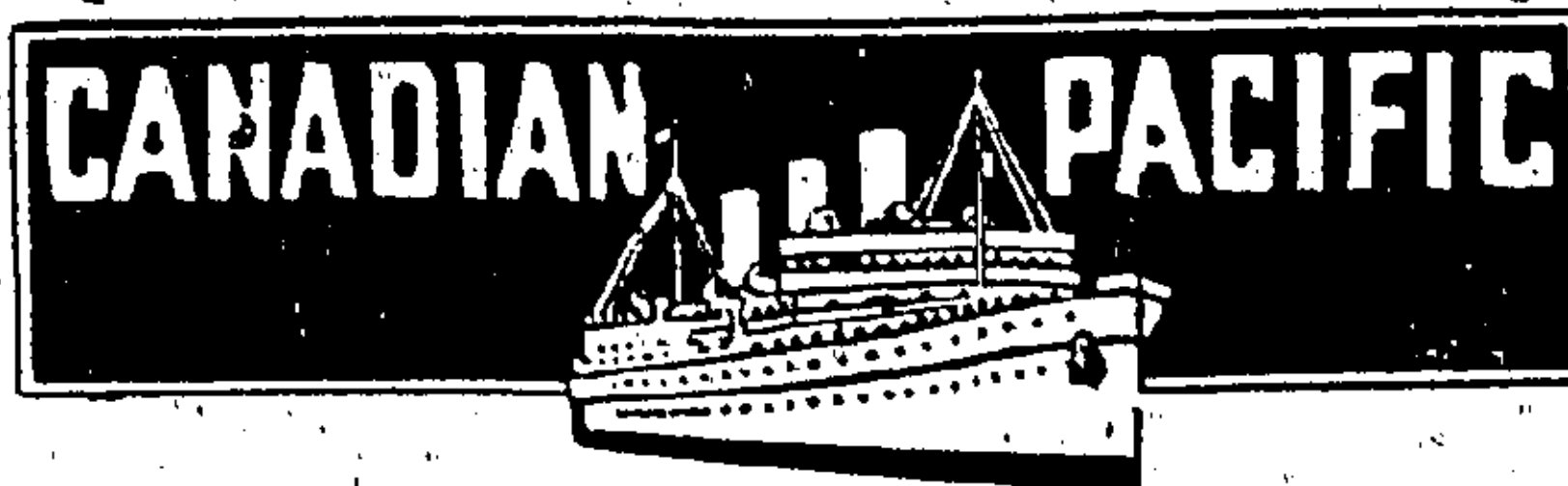
Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.

Per P. & O. s.s. *Soudan*, on April 30th: Mr. J. Waine, Mr. C. L. Green, Mr. C. C. Nelson, Mr. S. O'Hara, Dr. L. Harris, Mr. and Mrs. K. S. Khambalia, Miss A. Sandlin, Mr. A. B. Parham, Mr. S. Redmond, Mr. H. G. Cooper, Dr. H. G. Cooper, Dr. N. M. Pinto, Miss K. E. Bygrave, Mrs. M. Kiefer, Miss L. Douglas, Mr. G. G. Black, Mr. F. A. Nettheim, Mr. H. Anderson, Mr. H. M. Chama, and Miss I. E. Windell.
The P. & O. s.s. *Kalgan* left Shanghai for this port on April 29th at 6 p.m., and is due here on May 2nd, at 6 a.m.
The s.s. *Uda Maru* left Moji on April 28th, and is expected to arrive here on May 1st.
The s.s. *Hindenburg* (Hugo Stinnes Line), is due here about May 30th.
VESSELS EXPECTED
Kishu (P. & O.), due May 3rd, 6 p.m.
President Grant (Admiral), due May 2nd.
President Madison (Admiral), due May 3rd.
Southern Maru (O.S.K.), due May 1st.
Takuma (B.L. and Apenor), due May 2nd.
SHIPPING NOTES
NEW MOTOR-SHIP FOR FAR EAST.
The latest addition to the fleet of the fleet of the Swedish East Asiatic Co., a motor ship of 16,000 tons, was launched at Gotaverken, Gothenburg, on March 15th, and was named *Vindkap*. She is of the shelter-deck type, and is the largest vessel ever built in Sweden and the fourth largest in the Swedish merchant fleet. Her dimensions are: length between perpendiculars, 120.33 m.; breadth, 17.07 m.; and depth, 9.35 m. Her speed on a draught of 26 ft. 6 in. will be 12 knots. She has three decks and five holds, with eleven electric winches. The steering engine, capstan, etc., are also electrically driven. The machinery consists of two four-cylinder Diesel engines of the Burmeister and Wain type, built at Gotaverken, and developing 1,000 h.p.



HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong to Vancouver: Empress Asia May 28 May 26 Empress Scotland June 1 June 11
From Vancouver to Montreal: Empress Russia May 29 June 18 Minnedosa June 25 June 2
From Montreal to Quebec: Empress Australia June 13 July 2 Melita July 9 July 16
From Quebec to England: Empress Asia July 3 July 21 Empress Scotland July 30 Aug. 6

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE
From Hongkong to Manila: Empress Asia May 28 May 26 Empress Scotland June 1 June 11
From Manila to Hongkong: Empress Russia May 29 June 18 Minnedosa June 25 June 2
From Hongkong to Europe: Empress Australia June 13 July 2 Melita July 9 July 16
From Europe to Hongkong: Empress Asia July 3 July 21 Empress Scotland July 30 Aug. 6

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC."

REDUCED FARE TO EUROPE.
First class throughout £120 £112-£110
Monoclass steamers on the Atlantic.
HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS
HIRENIA MARU ... 20,000 tons, May 5th
TAIKO MARU (From Kobe, May 26th) ... 22,000 tons, May 26th
TENYO MARU ... 22,000 tons, May 28th
KORSA MARU ... 22,000 tons, June 14th
SHINYO MARU ... 22,000 tons, June 27th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, RIO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, ARICA AND IQUIQUE.
Through by TRANS-AMERICA ROUTE to Buenos Aires.

STEAMERS
SEIYO MARU ... 14,000 tons, June 10th
RAKUYO MARU ... 18,500 tons, July 19th

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
For full information regarding Passengers, Freight and Sailings, Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 3374 & 3375.

Agents at Canton: Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line
For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA AND OTHER SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 23rd May
S.S. "ISLA DE PANAY" ... 14th July
For SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
S.S. "C. LOPEZ Y LOPEZ" ... 3rd May
S.S. "ISLA DE PANAY" ... 23rd June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.
For Freight and/or passage apply to: BOTELHO BROS., Alexandra Building, Hongkong.

O. D. BARRETTO, 29, Central Avenue, B.O., CAYENNE.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT GRANT" ... May 4th
"PRESIDENT MADISON" ... May 16th
"PRESIDENT MCINLEY" ... May 28th
"PRESIDENT JACKSON" ... June 8th
"PRESIDENT JEFFERSON" ... June 20th

TO EUROPE—£120-£112-£110
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA
"PRESIDENT MADISON" ... May 7th
"PRESIDENT MCINLEY" ... May 19th
"PRESIDENT JACKSON" ... May 31st

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper are on file in ADMIRAL ORIENTAL LINE Offices, New York, Chicago, Seattle.

For Passage and Freight Booking apply to ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor). Telephone: Central 3477 & 3478. No. 4, Des Voeux Road.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
S.S. "PRESIDENT CLEVELAND" ... May 7th at 6 p.m.
S.S. "PRESIDENT PIERCE" ... May 21st at 6 p.m.
S.S. "PRESIDENT WILSON" ... June 4th at 6 p.m.
Sailing, and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT
SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK
CONNECTING WITH ANY
DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.
VISIT
YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT PIERCE" ... May 11th, at Noon.
S.S. "PRESIDENT WILSON" ... May 25th, at Noon.

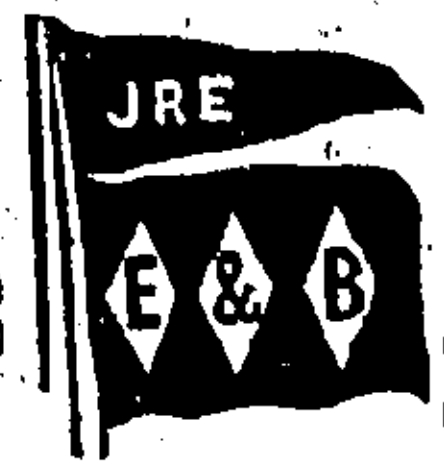
HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & BANGGON.
S.S. "LAKE GITANO" ... May 3rd 1924, at 5 p.m.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

PASSENGER SERVICE.

FARES TO LONDON.

SINGLE 1st Class "A" £2 9s. "B" £2 8s. 2nd Class "A" £2 6s. "B" £2 5s.
 RETURN "A" £4 15s. "B" £4 14s. "A" £4 10s. "B" £4 9s.
 Cargo Steamers, Saloon Passage £62.

NOTE—Particular Charge of Passage Rate by Cargo Steamers.

For further particulars, apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KEEMUN" ... via Suez Canal ... 1st May.
 "CITY OF ORAN" ... via Suez Canal ... 11th May.
 "OANFA" ... via Suez Canal ... 21st May.
 "KASAMA" ... via Suez Canal ... 31st May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & Co., LTD., CANTON.M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHAMBORD ...	27th Mar.	29th Apr.	11th May
PAUL LEGAT ...	10th Apr.	12th May	18th May
ANDRE LEBON ...	24th Apr.	26th May	8th June
AMBOISE ...	8th May	9th June	22nd June
CHATELAIN ...			6th July

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £2 9s. 6d. B CLASS (1st Class) £2 8s. 6d.
 STEAMERS 12nd ... £ 6s. 6d. STEAMERS 12nd ... £ 6s. 6d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

i.e. "CAPITAINE FAURE" loading for HAVRE, ANTWERP

& DUNKIRK about the 15th of May.

"COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due

to arrive 28th April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Tarnhill ... Friday, 2nd May, at 1 p.m.
 HAINING ... Capt. W. C. Passmore ... Tuesday, 6th May, at 1 p.m.
 HAIRONG ... Capt. Ellis Walker ... Friday, 9th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SLAVIC PRINCE" ... 16th May.
 S.S. "ROMAN PRINCE" ... 14th June.
 S.S. "EASTERN PRINCE" ... 1st July.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 313

Telegrams: Furnprince

(Incorporated in Great Britain)

St. George's Building.

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).
 MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
 DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

SS.	Tons	From Hongkong (about)	Destination
"FALYAN"	9,118	3rd May, Noon	Marseilles, London & Antwerp.
"NIEZPORE"	6,715	16th May	S'pore, Colombo & Bombay.
"PLASSY"	7,436	17th May	Mars, London & Antwerp.
"KASHMIR"	8,963	24th May	do.
"SICILIA"	8,813	25th May	S'pore, Penang, Colombo & B'way.
"NAGPORE"	5,283	26th May	S'pore, Colombo & B'way.
"KRIYA"	9,097	31st May	Mars, London & Antwerp.
"KASHGAR"	8,810	14th June	Mars, London & Antwerp.
"SOUDAN"	6,686	23rd June	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	28th June	Mars, L'don & Antwerp.
"KARMALA"	9,088	12th July	do.
"SICILIA"	8,813	22nd July	S'pore, Penang, Colombo & B'way.
"MALWA"	10,911	26th July	Mars, L'don & Antwerp.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KALYAN"	9,118	6th Sept.	do.
"KASHMIR-HIND"	11,430	30th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct.	Mars, L'don & Antwerp.
"KASHGAR"	8,810	1st Nov.	do.

BRITISH INDIA-APCAR SAILINGS

"TANDA"	4,955	3rd May	Singapore, Penang & Colombo.
"TAKADA"	6,949	25th May	do.
"TORILLA"	5,205	13th June	do.
"TALMA"	10,000	18th June	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	26th May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	2nd July	do.
"ST. ALBANS"	4,000	30th July	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal, San Francisco, etc.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGPORE"	5,283	1st May	Shanghai & Kobe.
"EASTERN"	4,000	2nd May, 10 a.m.	Moji & Kobe.
"KRIYA"	9,097	4th May, 5 p.m.	Shanghai, Moji & Kobe.
"TAKADA"	6,949	5th May	Moji & Kobe.
"SICILIA"	8,813	14th May	Shanghai, Moji & Kobe.
"KASHGAR"	8,810	16th May	Sandakan, Moji & Kobe.
"TORILLA"	5,205	24th May	Moji & Kobe.
"MOREA"	10,911	29th May	Shanghai, Moji & Kobe.
"TALMA"	10,000	30th May	Moji & Kobe.
"ARAFURA"	6,000	7th June	do.
"SOUDAN"	6,686	11th June	Shanghai.
"KARMALA"	9,088	13th June	Singapore, Moji & Kobe.
"MALWA"	10,911	27th June	do.
"ST. ALBANS"	4,000	5th July	Moji & Kobe.
"SICILIA"	8,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"KASHMIR-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,810	3rd Oct.	Moji & Kobe.
"ST. ALBANS"	4,000	18th Oct.	Singapore, Moji & Kobe.
"MALWA"	10,911	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KRIYA"	9,097	29th Nov.	do.
"MACDONIA"	11,430	12th Dec.	do.

All dates are approximate and subject to alteration without notice.

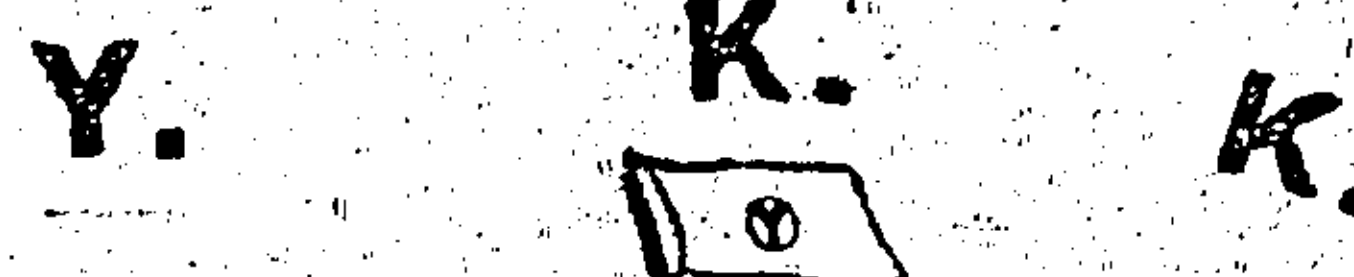
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.



Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakh

i.e. "TAIKWA MARU" ... at 2nd May.

For KEELUNG via Swatow & Amoy

i.e. "NANYO MARU No. 1" ... on or about 9th May.

For further particulars, please apply to—

Branch Office: S. MITARAI, Agent.

No. 37, Bonham Strand West. Top Floor King's Building.

Tel. Central No. 155. Tel. Central Nos. 140 & 1457.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI	"SHANTUNG"	On 1st May, 4 p.m.
SHANGHAI	"YINGCHOW"	On 2nd May, 4 p.m.
SHANGHAI	"WUHU"	On 2nd May, 4 p.m.
SHANGHAI	"LIANGCHOW"	On 3rd May, 4 p.m.
SHANGHAI & TSINGTAO	"CHANGCHOW"	On 4th May, 10 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 5th May, Noon.
SHANGHAI	"ICHANG"	On 6th May, Noon.
AMOI & SHANGHAI	"SUNNING"	On 6th May, D.L.
SHANGHAI	"SZECHUEN"	On 6th May, D.L.
SWATOW & HANGKOK	"KWANGTUNG"	On 6th May, 2 p.m.
SHANGHAI	"HUNAN"	On 7th May, D.L.
HAIPHONG	"YUNNAN"	On 7th May, 10 a.m.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 7th May, 10 a.m.
HOIHOW & BANGKOK	"TEAN"	On 8th May, 10 a.m.
SWATOW & SHANGHAI	"CHENGCHU"	On 8th May, 10 a.m.

SHANGHAI LINE—Excellent Saloon accommodation midships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
 Agents.
 Telephone Central 38.
 CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
 SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thurs. 12 & Aus. Ports.
"TAIYUAN"	In Port.	2nd May, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo loaded through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.
 Agents.
 Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

SS. "DAIRE CASTLE" ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

SS. "DUCHESSA D'AOSTA" ... Sails about 4th May.
 SS. "SILVIO PELLICO" ... Sails about 1st June.
 SS. "NIPPON" ... Sails about 3rd June.
 SS. "ROSANDRA" ... Sails about 2nd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

SS. "PIUMI" ... Sails about 8th May.
 SS. "NUMIDIA" ... Sails about 11th May.
 SS. "AUSSA" ... Sails about 14th June.
 SS. "DUCHESSA D'AOSTA" ... Sails about 7th June.
 SS. "SILVIO PELLICO" ... Sails about 4th July.
 SS. "NIPPON" ... Sails about 8th July.
 SS. "ROSANDRA" ... Sails about 7th August.

* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

